

# *Access Management*



*Partnering*

*to keep traffic*

*Moving*

*Missouri Department of Transportation*

**K**eeping motorists moving safely and efficiently along Missouri roadways is MoDOT's top priority. By partnering with cities and counties, we can improve roads and help motorists travel safely while serving the needs of area property owners. At MoDOT, we're building a solution through something called access management, and we need your help.

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### ***What is Access Management?***

Access management is the proper planning and design of access to the public roadway system that helps ensure traffic flows more smoothly, with fewer crashes, which means everyone travels safer.

Too many improperly located streets and driveways, combined with increased traffic, can lead to crashes and injuries. In fact, poor access management causes an increase in traffic crashes and delay, and loss of public and private investment in the roadway system.

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### ***Advantages for Your Community***

The proper location and spacing of access along major highways, coupled with a well-designed local street network to serve neighboring development, can provide many benefits to your community, such as:

- Support for future development
- Safer access for landowners and businesses
- Increased efficiency and roadway operations
- Expanded market area for local business community
- Safer travel for bicyclists and pedestrians
- Sustained land values and tax base
- Additional landscaping space

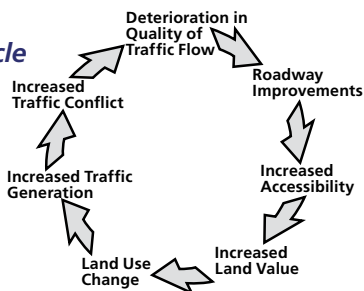


## Why Access Management is Needed



As roadways develop and traffic increases, many highways become congested, and drivers face increasing delays and crashes. This drives MoDOT and local governments to spend money on roadway improvements, which can change land use. We need to positively impact this cycle with access management without damaging economic development. This continuous cycle illustrates what happens when land use changes.

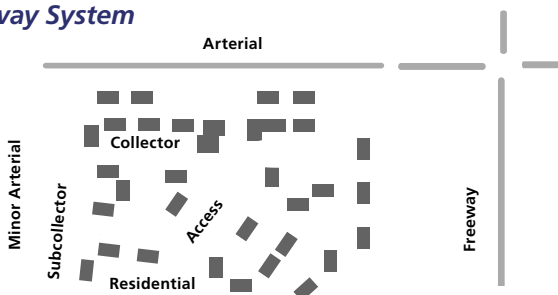
### Land Use Cycle



Roadways not only provide a way for travelers to get from Point A to Point B, but they also provide access to neighboring property. The role of the roadway to move traffic safely and smoothly must be balanced with adequate property access. MoDOT understands that while safety is the ultimate goal, flexibility when applying access management in any community is also key.

Local and lower-volume routes provide access to homes and businesses while higher-volume arterial routes like interstates and major highways are needed to serve longer, higher-speed travel. The more traffic on a roadway, the more essential access management becomes.

### Highway System





## ***MoDOT Needs Your Help***

Because access management needs to extend beyond the highway right of way and into neighboring land developments, partnerships are essential for the successful statewide implementation of the program.

Every time a city council, county commission, or land-use planning and zoning board meets to approve a new subdivision or rezoning of land, it is likely making a decision involving access. Their decision will have a major impact on the long-term safety and mobility of their community. The following practices are recommended for consideration by local government entities:

### ***Establish a Cooperative Review Process***

1 Establishing a cooperative review process with MoDOT for development of new subdivisions helps ensure everyone's needs are met. Cities and counties with the authority to plan and manage development on this land directly affect the state highway system. So, successful access management requires MoDOT and local planning and zoning officials to work closely together and consult with each other frequently.

MoDOT staff can help by providing timely review of proposed subdivision plats, prior to their approval by local governments, to ensure they meet state access-management guidelines. Cities and counties can help by giving transportation officials enough time to review and suggest changes.

### ***Practice Sound Land Subdivision***

2 Encouraging sound access-management principles be used in land subdivision and development practices is also essential. Successful access management needs to extend beyond the highway right of way and onto other developed or redeveloped properties.

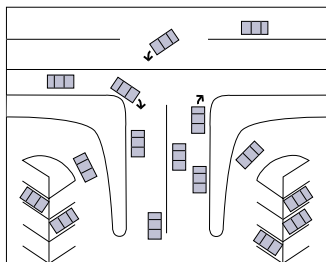
Land subdivision plays a critical factor in this program, however, it's an area MoDOT and other road jurisdictions have little authority. We rely on local planning organizations to help support our efforts to make all roads as safe and easy to travel as possible.

For properties along arterial roadways, the following land-subdivision guidelines are recommended:

- Encourage developers and landowners to use the minimum number of driveways possible and locate them as far away from public road intersections and other driveways as possible.
- Encourage developers to design parking lots and private driveways for adequate internal circulation. This will help prevent many access problems such as large speed differentials between turning and through traffic, or cars backing onto streets.

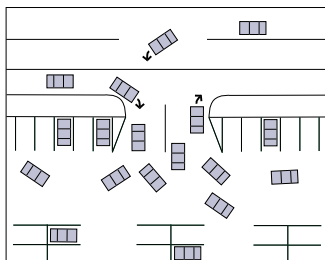
### ***Good Internal Traffic Circulation***

Adequate driveway throat length allows vehicles to back up on site, instead of in traffic. This reduces driver confusion, traffic problems and unsafe conditions.



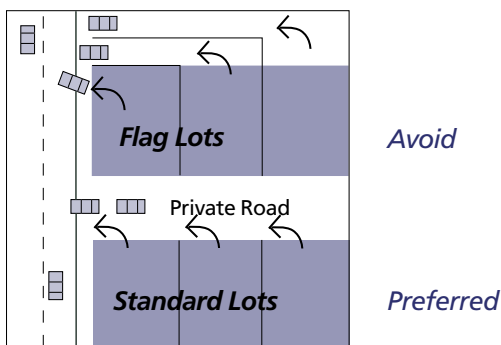
### ***Poor Internal Traffic Circulation***

Insufficient driveway throat length and poor site planning can cause unsafe conditions and result in vehicles backing up in traffic flow.



- Encourage a commercial parcel-frontage width of at least 220 feet on arterial and collector roadways.
- Use cross-access agreements and joint access (adjacent landowners sharing driveways) where possible to limit driveways and reduce potential conflict points.
- Encourage direct access via collector and local service streets rather than on the main road for as many driveways as possible.
- Do not plat "flag lots," or lots where a narrow section of land carrying the driveway connects the main lot to the road.

### ***Flag Lots Versus Standard Lots with Alternative Access***



Residential access points are generally not as critical to maintaining safety and traffic flow as commercial driveways; however, many residential driveways along an arterial roadway can cause problems and should be managed with sound land-subdivision practices.

### ***Adopt Local Standards***

Larger cities may face enough access-management issues that they need local access-management standards. These standards, or codes, should complement MoDOT's access-management guidelines to ensure local and statewide consistency. Important elements of a local access-management code include:

- A hierarchical classification system for local roads and streets that provides for more stringent access management on arterial streets.
- A commercial zoning classification system and standards that take trip generation into account. (Driveway numbers and geometric characteristics vary by the number of trips generated by a particular land use.)
- A parallel collector street system in and around major commercial areas. This system should include backage and frontage roads that are adequately separated from the major arterial.
- Information regarding the local review process of property-development requests that involve new or modified driveway access points.
- Driveway sight-distance standards.
- Minimum driveway spacing and density criteria.
- Corner clearance criteria.
- Geometric design standards for driveways, including intersection angle, width, turning radii and driveway throat length.

*Proper access management can improve the safety and efficiency of roadways and create a better-looking business environment.*



# Thank You

*With your help, we can work together to  
create a safe and efficient transportation  
system that serves the needs of all travelers  
and property owners.*

*For more information:*

**1-888 ASK MODOT**  
**[www.modot.org](http://www.modot.org)**



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